App. F. IX-4

B 301

Previous References.

1946-47 (S.D / A)

File No. A 262-46

Serial Nos. 1, 2,

Later References.

p. 72(L)

GENERAL AND REVENUE SECRETARIAT

Serial Nos (two) 1, 2, .

Part B for April 1949.

SUBJECT

~~Additional~~ Establishment for Supervising of loading of rice at railheads.

Note - 1632
Correspondence - 1638 } pages

To

The D.F.S. in Mysore Range
" Dc, of Distt.
" General Manager, Mysore
" Comptroller & Govt. } Thro'
" A & A.O, Food Supplies }

G.O. No. S.D. 4886-99/A 262-46-2

27/6/1949

Sanctions the appointment of Supervising Staff and also approves of the appointments made by the Dc, of Mysore, Hassan and Mandya Distts.

Re:- Addl establishment for Supervising of loading of rice at rail heads.

App. F. III-2

General and Revenue Secretariat | 6911 File No. A 262-46-1 of 1946

Serial No.

Letter no. B2-C. 216/45 dated 3rd April'47 from the D.S. forwards a Statement showing the Staff required for Supervising the loading of rice at rail heads, and requests Sanction to his proposals.

The D.S. has sought Sanction for the addl establishment, as detailed in the Statement, flagged 'A' in connection with the Supervision of loading of rice at rail-heads in the several districts of the State.

2) Employment of this addl Staff, has been sought for, by the D.S. on the ground that the Rice mill owners have refused to undertake the movement of food grains to deficit areas. The proposal involves an extra expenditure of Rs 28800 P.A.

The period for which this addl Staff is necessary, has not been specified.

3) As the proposal involves an expenditure of Rs 28800 P.A this will have to be treated as a Council case.

(P.W.D) B The D.S of Mysore, Hassan & Mandya Districts have already been permitted to employ certain Staff in anticipation of Sanction.

4) The proposal of the D.S is forwarded.

5) Please note whether the file about the rates of Rice has been

NOTE- Contn. Sheet

K.S. 6/4. Pl 16/4

Serial No.

owner's agreement has been submitted separately? Please put up that file or a copy of letter No. SD 6702/C 35 45-28 d 12.2.47 and work up. Urgent please.
Hay 18/4/47.

6) The file is herewith put up. Certain particulars regarding the expected savings, loss in transit etc. had been called for in this office letter no S.D 6702/C 35-45-28 dated 12/2/47. ~~No reply has been received from the D.D.S.~~ The D.D.S. in reply to this letter furnished the following particulars. 2484.

1) Shortages in transit at an average rate of 1.2% would be Rs 2,40,000.

2) Cost of Establishment as per details. Flag "A" Rs 28,000, per Annexure

3) Savings in handling Charges Rs 1,18750

Extra expenditure to be incurred would be 1,49250. P.A.

The Proposal of the D.D.S. re Establishment is for orders.

K.S. 21.4. Except the Rice millowners are reported to have refused to undertake the work and the Dy. Comrs of Mysore, Hassan and Mandya Dts are reported to have employed the marginally noted staff for ~~carrying~~ doing the work. The DDS has called for particulars from the Dy Comrs about the dates from which the staff has been entertained. In the meanline he recommends sanction & the action

District	Staff employed
Mysore.	2 Special Sheristedars & 4 persons
Hassan	1 Spl. Sheristedar & 2 persons
Mandya	2 Spl Rev. Inspectors & 2 persons

Please put up the statement of target figures fixed for paddy acquisition in the Dist. Quarters & surpluses & the amount to be paid to the millers. Hay 24/4

The statement of target figures in places below. Flag. B.

Hay 25/4

Hay 25/4

X

Serial No.

taken by the Dy. Comrs.

8) Further, the D.F.S. proposes that staff might be sanctioned as per details noted in the Statement sent by him (flag A) for the several Districts – Mysore, Mandya, Hassan, Shimoga & Kadur, to attend to the work of loading rice at Railhead, which involves a monthly expenditure of Rs 2324 or Rs 28,000 per annum in round figures.

A

9) As regards the proposal of the DFS referred to at para 7, it has perhaps to be approved but before the same is accorded, the DFS may be asked to furnish the information as to the date from which the Dy. Comrs have entertained the staff and the period for which sanction is necessary.

10) About the proposal in para 8 it has to be stated that the staff proposed does not bear relationship to the surpluses to be acquired in each of the Districts and that the nature and strength of the staff proposed is not uniform and proportionate to the movement of rice to be made. If approved, Contingent revised proposals may be called for from the DFS.

flag B.

11) The general question of amending the Rice Mill Owners Agreement so as to reduce the handling charges paid to millowners from Rs 6 to 5 per bale and entrust the work of loading and unloading of rice to the Official staff instead is under consideration separately, and it is proposed

NOTE– Contn. Sheet

4) No Addl establishment for supervising of loading of rice at railheads

A File No. 262 of 1946. | General and Revenue Secretariat

Serial No.

pending for want of certain further particulars from the D.F.S. (vide file No. C35/Cases Sec Corr). In the meantime, these proposals of the D.F.S as mentioned at paras 7 & 8 have been necessitated because of the reported refusal of Rice millowners to undertake the loading work.

Food Sec) 25/4/47

12) The information required by the Financial Secretary at para 55 in the linked file is not yet furnished.

13) It may be seen from the linked file that the first proposal by the then Director of Food Supplies (Mr.G.Sundara Rao) - Vide his letter No.B.2.C.2161/45-6 dated 14.12.1945 - was that the handling charges should be reduced from 6 annas to 4 annas. The present proposal is, however, to reduce the handling charges from 6 annas to 5 annas only per palla.

14) The net result of accepting this proposal would be as stated in the Director of Food Supplies' letter dated 2.4.1947 (linked file), viz., an extra expenditure of Rs.1,49,250/- per annum which, of course, takes note of the normal shortages that occur during transport, estimated at Rs.2,40,000 by the Auditor and Accounting Officer, Food Supplies Department.

15) If we take only the cost of extra establishment which is put down at Rs.28,000 per annum and set it off against the savings in handling charges,

[Since furnished by the DFS - Vide his letter No Dr-C. 2161/45-46. dt 6.5.47 - Seen PP in linked file - Pages 76&77]

F

WD 05288—GPB—15,000—8-1-47

Serial No.

charges, viz., by reduction from 6 annas to 5 annas, there will be a net gain to the department of about Rs. 90,000. In other words, out of the existing average annual shortages of Rs. 2,40,000, we would be saving about 90,000/-.

16) In this connection, however, attention is invited to G.O.No.SD.4037/C.130-44-21 dated 13.1.1945 (Flag A) in which the handling charges payable to the mill-owners were raised from 4 annas to 6 annas per palla. (Vide collection placed in the linked file).

17) These 4 annas were to include other incidental charges such as bagging, stitching, loading etc., and the rate was raised as a result of repeated representatio by the mill-owners. After having ~~fixed~~ obtained this extra remuneration, the mill-owners would seem to be anxious to divest themselves of this responsibility and want to be held responsible only up to the point of delivery of the rice at the despatching rail-head.

18) Taken altogether, the acceptance of these proposals would seem to mean making the work easier for the rice-mill-owners and lessening the responsibility, ~~while~~ and taking on of additional burden by the department, with probably no commensurate results.

19) It has not been definitely stated anywhere that the rice-mill owners will open go-downs at the despatching rail~~ways~~heads and not only give weighed delivery at the despatching rail-heads but also load the bags into the wagons in the presence of the Food staff. The Director of Food Supplies has stated in one of his letters dated 29.1.1947 in the linked file that the President of the Shimoga District Mill-owners' Association has accepted

NOTE– Contn. Sheet

the

the terms. The enclosure to that letter which is the letter addressed by the Director of Food Supplies to the President of the Rice-Mill-owners' Association has not categorically mentioned this question of opening of delivery depots at despatching rail-heads by the rice mill-owners.

20) In any case, the Deputy Commissioners of Mysore, Hassan and Mandya seem already to have employed special staff, which is still under contemplation by Government and the matter has become a fait accompli. The Director of Food Supplies has not stated from what dates the respective extra establishments were entertained.

21) The entire details of the staff needed by the Director of Food Supplies are given in the statement enclosed to his letter No.B.2.C.2161/45 dated 3.4.1947 to Government (Flag A). As already stated above, the annual estimated expenditure for this staff would be Rs.28,000/-.

22) As pointed out in paragraph 10 by the Assistant Secretary, the staff for each district will have to bear some proportion to the quantity of food-grain exported or to be exported from such district. The proposal of the Director of Food Supplies may perhaps have to be re-examined in this light.

23) The points for orders are:-

(1) revision of the mill-owners' agreement making a change therein by reducing the handling charges paid to mill-owners from 6 annas to 5 annas per palla;

WD 05288—GPB—15,000—8-1-47

Serial No.

(2) entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice mill-owners of this responsibility which is theirs under the present agreement; &

(3) sanction to the extra executive staff costing Rs.28,000 per annum as detailed in the statement furnished by the Director of Food Supplies (Flag "A").

MINISTER FOR LAW
through
FINANCIAL SECRETARY

24) I agree. But before offering my final remarks the information called for by me in the linked file may kindly be obtained.

25) It is not also clear to me how these additional appointments will prevent or minimise loss in transit. What are the exact duties expected of these special Sheristedars and Revenue Inspectors at the Stations?

26) Are they expected to see that all the bags are measured before despatch? This seems to be not possible. If they are expected to supervise only the loading and and counting the bags, why are measurers considered necessary?

27) What is the responsibility of the Railway Department for loss in transit, when they issue Railway Receipts showing the weight and number of bags?

It is presumed that the amounts shown as D.A. are Dearness Allowances and not Duty Allowances.

28) The grant of Conveyance Allowance also appears

NOTE- Contn. Sheet

Rice mill owners' agreement.

8

File No. of 194 . | General and Revenue Secretariat

Serial No. 75

appears unnecessary as their work is only confined to the Rail Head.

1.5.47

29) Draft letter enquiring is post req for appt

Dealing on 10/6/47

K.S 10/6. Food Secy) 10/6/47

30) Forward unofficially with compliments for early remarks, specially with reference to Board 13, 17, 22, and 24 & 28

M.O. 177/46-47 dt 13.6.47

Directg Food Supplies) Secy to C.S.

To Reply vide next Page.

WD 05238—GPB—15,000—8-1-47

6911

U.O.No.B2.C.2161/45. 10th June 1947.

9

Flag "I" in Circular file

GOVERNMENT FOOD DEPARTMENT

No.

Date

Returned with compliments.

31) With reference to para 13 it has to be stated that the circumstances under which a recommendation was made in December 1945 to reduce the handling charges from 6 annas to 4 annas, are not present now inasmuchas the charges have been actually raised to 6 annas per palla as noted in para 16.

32) As noted in para 17, it is a fact that the Millowners are anxious to divest themselves of the responsibility for losses in transit, as this does not legitimately pertain to them. It is for this reason that the present proposals have ~~arisen~~ as a measure of equity and justice and not because of any financial benefit to Government or any "commensurate results" referred to in para 18.

33) With reference to para 19, it may be stated that in case the proposals are accepted, the Millowners will have to arrange to open Godowns at despatching end.

34) The reasons for reducing the handling charges from 6 annas to 5 annas per palla in modification of the original proposal to reduce it to 4 annas, have been set forth in detail in this office unofficial reply No.B2.C.2161/45 dated 18th November 1946. The reduction proposed is quite equitable and kindly be sanctioned.

35) The strength of the establishment for the Districts has been proposed after carefully considering

the local conditions. It was fully discussed in a meeting of the Deputy Commissioners. The staff proposed for each District is the minimum necessary and may therefore be sanctioned. In this matter, uniformity is obviously not feasible.

36) The points raised in paragraph 24 have been replied in this office letter No.B2.C. 2161/45-6 dated the 6th May 1947.

37) As regards the observations in para 27 of the unofficial file, it may be stated that the staff proposed is intended not to prevent loss in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or Government, as there is no equity in asking for the Rice Millowners to bear it.

38) In regard to the measurement of bags referred to in paragraph 26, it is not possible to measure the entire consignment intended to be despatched at the railheads. A few bags will be test-measured to verify whether the quantity noted is correct according to the invoice. The services of the measurers are quite essential for conducting the test checks of bags.

39) As regards the responsibility of the Railways for loss in transit, the Railway cannot be held responsible for any loss in transit if the consignment is booked at the "Owners risk",

but if the consignment is booked at "Railway risk", loss in transit has generally to be made good by the Railways. At present consignments are booked only at "Owners risk" as it is understood that the Railways are finding difficulties in accepting at "railway risk," and as the latter course leads to delays in despatch which we cannot afford in view of the general food situation. The difference in charge between "Owners risk" and "Railway risk" will have to be worked out before any change in procedure could be contemplated. This is a matter which could be decided by Government independently of the conditions of the Millowners agreement.

10) As regards payment of conveyance allowance to the staff proposed, it is necessary that the staff proposed should be paid conveyance allowance as they will be called upon constantly to visit the mills and godowns from where rice is proposed to be despatched, in order to test-check and verify as many bags as possible before they are brought to the Railway Stations.

11) In the above circumstances, I request that the proposals made by me in regard to the revision of the agreement may kindly be sanctioned very early as it is reported by the Deputy Commissioners that it has not been possible to obtain any agreement from the Millowners in the absence of sanction of Government to the modified proposals.

DIRECTOR OF FOOD SUPPLIES.

12 694 Re: Addl staff for supervising & loading of wagons at rail heads

42) The unofficial note of the D.F.S. in paras 31–41 above, covers the several points raised in the Budget (Vide paras 12–28). He has, in the circumstances explained in the above note urged sanction for his modified proposals. The points for orders are set out in para 23 above.

pub
D Secy W
ministry of Food
7651

43) This is a Council matter.

by

44) Point for orders are set out in Para 23.

45) The D.F.S has covered the points raised in the paras 13, 19, 20 and 24 to 28 + for orders with financial concurrence

8/7/47.

(Council Matter — Food Secy)

=

Main Law
Main Food Secy a/c

11/A
8/7

8/7

FINANCIAL U.O.No. FI 286 8/7/47 BANGALORE

46) If the intention is merely to ensure correctness of despatches at the despatching end and when there are no means to satisfy the correctness of the entire consignment, I am doubtful whether the entertainment of this additional staff at an extra cost of Rs. 28,000/- per annum would secure any beneficial results. Considering the nature of work of the proposed establishment and the existing enormous cost on the Food establishment, I feel that the Director should be able to readjust the staff of the Department and see that the work of verifying

P.T.O.

Serial No.

no. 2364

the correctness by test check at despatching ends is attended to without entertainment of any extra staff.

11.7.47.

47) The file may be sent unofficially to the D.F.S for his opinion on the points raised by the Fin: Secy: in the above note. 12/8/47.

No. 2.D.1671 D. 16.8.47

48) Forwarded W/C. to the D.F.S. for favour of remarks

14/8/47

12/8/47

13/8

14.7.48

No.B2.6.2101/45-46. Bangalore, 3rd Sept. 1947.

49) Returned with compliments.

The revised agreement has not yet been approved by Government and the Rice Millowners have refused to execute the agreement in the old form particularly in Shimoga District. Thus the work has had to be carried though without any agreement for nearly 9 months. So far as I am aware, the following special staff was entertained by the Deputy Commissioners of Districts in anticipation of sanction as agreed to in the Meeting of Deputy Commissioners and reported to Government and this was done in the interests of emergent work and was unavoidable:-

OFFICE OF THE MINISTER FOR LAW No. 933

Serial No.

unavoidable:-

Mysore District .. 2 special Magistrates and 4 peons.
Hassan " .. 1 special Magistrate and 2 peons.
Mandya " .. 2 special Revenue Inspectors and 2 peons.

Sanction will have to be accorded for this staff. The Deputy Commissioners have been addressed to verify this and to intimate the extra expenditure that will be incurred.

2. It is also essential that the revised scale of establishment should be approved as it is not advisable to put the village officers in charge of any enlargement with the village establishment. Establishment should be sanctioned if absolutely necessary if the new arrangement is approved. It is impossible to readjust the work and distribute it among the existing staff without the sanction of the Financial Secretary. This is a matter which will affect work regarding additional establishment. It will however not be necessary to continue the extra staff during the off season from September to March, and the work will get up slowly and only the staff that will be required will be continued. With this direction sanction may kindly be accorded to the extra establishment.

Arthur Macdonald 3/9/47
Addl. Secretary to Govt. Revenue Department.
(on tour)

3/9/47

May be subs to Minister for Law thro Financial Secy. Refer Paras 46 & 47 supra. (Council Secy)

May be dispensed with circulation. 16/9/47

Dewan. Food Secy. Minister for Law

3/9 4/9/47 22/9/47 6/9/47

579/47.

SECRETARY 3 SEP 1947 FOOD & CIVIL SUPPLIES

OFFICE OF THE MINISTER FOR LAW No. 1801

WD 05288—GPB—15,000—8-1-47

F. 691

Continuation Sheet.

File No. 694 / Current No.

Re: appointment of Ch 25
for supervising the loading of rice
of A262-46

Page 15 of railheads

56) Typed Dft circulation Note is submd.

Yes
27/9
30/9 Mr 1/10

57) May be approved.

Food Secy (58) 3/10

3/10/47)

(59) Pl put up typed copies

3/10

60) Typed copies of circulation Note submd.

Yes

61) May be transmitted to the Ch Secy for favour of Orn among Council of ministers

4/10 Mr 6/10

6/10

Food Secy (62) 6/10/47)

Chief Secy W.P.

6/10

Council File No. 4-25
FOR DISPOSAL BY CIRCULATION

May 7/10 (63)

9/10/47

Views of the Ministers are placed below

Secretary to Government
Food & Supplies Dept
with compliments

(64)

May 19/10

19/10/47

(5) 25/10/47

(6) DFN pl

25/10

Pl put up after alteration of prefixes

25/10 (67)

D.F.N. submd.

Yes 25/10 Mr 28/10

SECRETARY
25 OCT 1947
GOVT. OF CEYLON SUPPLIES

WD 04787—GPB—2,500—25-9-46

16 Memorandum - Draft for the scheme regarding Levying of Rice at the ...

Continuation Sheet. File No. Current No. of Page.

2

(6) Draft final note is put up for approval

Food Secy) 31/10 31/10/47

Chief Minister) 3/11/47

Two signed copies of the F.N. are placed below. 21/11

Dewan) 11/12/47

OFFICE OF THE CHIEF MINISTER
No 961
Date 21-11-47

3579

G. R. S. App. F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

L (linked file).

CIRCULATION NOTE.

. . . . . The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past. In his letter No.B2-C.2161-45, dated, 29-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable:-

"Some extra staff may be kept by Government at the despatching end so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is

p.t.o.

WD 03603—GPB—15,000—8-7-35

G. R. S. App. F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling

WD 09603—GPB—15,000—8-7-35

F. R. S. App. F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs. 1,18,750/-; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-.

He also forwarded a statement** showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m., or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as per details in the margin*.

Flag 'H'.

1. Shortages	Rs.2,40,000/-
2. Cost of Establishment.	Rs. 28,000/-p.a.
	Rs.2,68,000/-
3. Less savings in handling charges"	1,18,750/-
Extra expenditure.	Rs.1,49,250/-

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for

WD 08608—GPB—15,000—8-7-35

. S. App. F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at [illegible] the "owner's risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for

WD 03603—GPB—15,000—8-7-35

21

G. R. S. App. F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Mysore Dist.	2 Special Sheristedars & 4 Peons.
Hassan "	1 Special Sheristedar & 2 peons.
Mandya "	2 Spl. Revenue Inspectors and 2 Peons.

7. In the circumstances, the Director of Food Supplies has solicited sanction for the following modified proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 5 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing ~~Rs.~~ 28,000/- per annum as detailed in the statement * ~~furnished by the Director of Food Supplies.~~ attached.

8. The Director has added that it will not be necessary to continue the entire staff during the offseason from September to January, when the work will not be heavy and only the barest minimum will be continued.

9. The Financial Secretary has agreed to the modified proposals of the Director of Food Supplies with which the Minister for Law and the Dewan have concurred. The question has been ordered to be disposed of by circulation.

WD 08403—GPB—15,000—8-7-35

KRG.C.
4.10.47.

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	~~Mysore District~~	4 Measurers	15	-	12	108/-
2.	Mandya District	5 Spl.Revenue Inspectors	50	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	50	10	15	150/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300/-
	do.	8 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	50	10	15	150/-
		4 Measurers.	15	-	12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

KRG.9.
30.9.47.

6/10

Final note by the Chief Minister.

Subject:— Appointment of staff for supervising the loading of rice at railheads.

The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past. In his letter No. B2-C.2161-45, dated, 29-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable:-

"Some extra staff may be kept by Government at the despatching and so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enchanced handling charges are paid to the mill-owner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent.

It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,18,750; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-.

He also forwarded a statement showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m., or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as per details in the margin.*

1. Shortages	Rs. 2,40,000	
2. Cost of Establishment.	28,000	p. a.
	Rs. 2,68,000	
3. Less savings in handling charges.	1,18,750	
Extra expenditure	Rs. 1,49,250	

4. As the respnsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the dispatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

Flag R

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at the "owners' risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Flag S
Para 49

Mysore District	-	2 Special Sheristedars & 4 peons
Hassan "	-	1 Special Sheristedar & 2 peons
Mandya "	-	2 Special Rev. Inspectors & 2 peons

(r. N.—contn.)

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of Pay & allowances. Pay.	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District	2 Sheristedars	80	20	15	230
	-do-	4 Measurers	15	-	12	108
2.	Mandya District	5 Spl.Revenue Inspectors	50	10	15	375
	-do-	10 Measurers	15	-	12	270
3.	Hassan District	1 Spl.Sheristedar	80	20	15	115
	-do-	2 Spl.Rev.Inspectors.	50	10	15	150
	-do-	6 Measurers	15	-	12	162
4.	Shimoga District	1 Asst. Rationing Officer (Transport)	100	20	20	140
	-do-	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300
	-do-	8 Measurers	15	-	12	216
5.	Kadur District	2 Special Revenue Inspectors at 2 Railheads (N.R.Pura & Tarikere)	50	10	15	150
	-do-	4 Measurers	15	-	12	108
						Rs.2,324 p.m.

or Rs.27,888 or Rs.28,000 per annum.

KCA

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Appointment of staff for supervising the loading of rice at railheads.

648

Order.

RN.
16/12/'47.

Chief Secretary

ARH
18/12

19/12

C 425

30

General and Revenue Secretariat.

WD 06911—GPB—1000—3-7-47

SUBJECT:—

Appointment of staff for supervising the loading of rice at rail-heads.

Circulated to Council of Ministers for perusal of His Highness' orders before/after issue of orders.

Chief Secretary to Government.

Through the Secretary to Government,

Food & Civil Supplies...Department. S

- Chief Minister
- Minister for Finance and Industries
- Minister for Law and Labour
- Minister for Public Works and Agriculture
- Home Minister
- Minister for Local Self-Government
- Minister for Public Health and Excise
- Minister for Education
- Minister for City Municipalities and Muzrai

Food & C.S.

Secretary to Government,
Department S
(with compliments)

NOTE.—Contn. sheet

6711/46-47. Re: appointment of 2nd staff for supervising the loading of Rice at rail heads.

74) Draft G.O is noted

75) As regards the revision of the Rice Millowners' Agreement (Vide items (1) and (2) in para 7 of the final note) approval will be communicated from the General Section as was done previously (after issue of the above G.O).

Draft G.O may be approved

6/1

Food Secy 6/1/48

Food Commr no 2562
Food Secy has agreed
Draft may be issued

6/1

Asst 10/1 Dy Secy 10/1

Secy 12/1

Minr 13/1

To
The D.F.S.
The D.C's of Dvgs
The Gen. Manager Mysore State Rly
The Comptr to Govt Food Dept
Copy to Accts

Sanction the staff of Supervising staff, and also approve of the staff maintained by D.C's of Mysore, Hassan & Mangalore
Dist. SD. 4806-99A 26246-20 13/8 1.48

32

Appt of Supervising Staff at railheads

Std file may now be referred in the Contract Section to necessary action with ref to para 7 of the Final NTE.

— Vide para 75 supra

MES — K.S.
13/1

A262-46-1

Letter No.B2.C.2161/45, dated 3rd April 1947, from the Director of Food Supplies in Mysore, Bangalore, to the Secretary to Government, Food Supply Department, Bangalore.

SUPPLY SECRETARIAT
19 APR 1947
6911

Rice Mill Owners' Agreement.

With reference to the correspondence ending with your letter No.D.6702/C.35-45-26 dated 12th February 1947 on the above subject I have the honour to state that the Deputy Commissioners were requested in this office letter No.B2.C.2161/45 dated 31.1.1947, to furnish the particulars called for in your letter. The question was also discussed at the last meeting of the Deputy Commissioners held on 5.3.1947. As some of the Deputy Commissioners did not have complete information with them at the time of the meeting, they were again requested to furnish the particulars immediately. Replies have been received from the Deputy Commissioners of Mysore, Mandya, Shimoga, Kadu and Hassan Districts.

2. The Auditor and Accounting Officer, Food Supplies who was requested to furnish particulars called for in your letter stated as follows in respect of (a) and (b) of your letter.

(a) The savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy will be Rs.1,18,750/-

(b) The extra cost to Government on account of shortages in Railway transit at an average rate of 1.2% will be Rs.2,40,000/-.

3. Regarding (c) & (d), uniform proposals have not been received from the Deputy Commissioners. The Deputy Commissioners of Mysore and Hassan have asked for Special Sheristedars at Mysore, Krishnarajanagar and Hassan rail heads in addition to Special Revenue Inspectors for other rail heads for taking delivery of rice from the mill owners and loading the same to deficit areas. The Deputy Commissioner, Mandya District has suggested the appointment of Special Revenue Inspectors one for each rail head. The Deputy Commissioner, Shimoga District states that an Officer of the status of an Assistant Rationing Officer may be posted to his District as Transport Officer to attend to the despatches, as Shimoga is the heaviest surplus District and a responsible officer will have to be in charge of this work and I agree with him. As regards the other Districts, taking into consideration the nature of the work and the responsibilities

P.T.O.

involved, I am of opinion that one Special Sheristedar to each of the railheads of Mysore, Krishnarajanagar and Hassan and one Special Revenue Inspector to each of the other rail heads may be allowed. Two measurers for each rail head will also have to be sanctioned. A statement incorporating the proposals is enclosed, according to which it will be seen that the expenditure on establishment per annum will be Rs.27,364/- or Rs.20,000/-. A cash security of Rs.500/- will have to be taken from each of these officials.

6. An extra expenditure of Rs.1,49,250/- per annum will thus have to be incurred as noted below:-

1. Shortages.	..	Rs.2,40,000
2. Cost of establishment	..	20,000 per annum
		Rs.2,60,000
3. Less savings in handling charges.	..	1,10,750
Extra expenditure.	..	1,49,250.

7. I request that orders of Government in the matter of revising the Rice Mill Owners' Agreement regarding the additional establishment required may be obtained and communicated very early.

8. I may add in this connection that the Deputy Commissioners of Mysore, Hassan and Mandya Districts have intimated that they have already appointed the marginally noted staff in their Districts in anticipation of sanction as large quantities of rice had to be moved urgently to deficit areas and the Rice Mill Owners, have refused to under take this work. I have requested them to intimate the dates from which the establishments have been entertained.

Mysore District.	2 Special Sheristedars and 4 Peons.
Hassan District.	1 Special Sheristedar and 2 Measurers.
Mandya District.	2 Special Revenue Inspectors and 2 Peons.

In the mean while, I request you kindly to obtain the sanction of Government to the action of these Deputy Commissioners as it has been done in the urgent interests of work.

" COPY "

D. C. N.

G. R. S. App. F. G. 3

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

L
(Linen file).

TYPED
A. Y. 47

The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past. In his letter No.32-C.2161-45, dated, 29-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable;-

"Some extra staff may be kept by Government at the despatching end so as t test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will however countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is sealed and despatched, the millowner will not be held responsible for any losses

WD 0565—GPB—22,500—8-11-38

P.T.O.

losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges ~~should be reduced to some extent~~. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the ~~additional one anna in excess of 4 annas~~ being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shillong on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the ~~rice~~ agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling charges, the appointment of supervisory staff and ~~equipment~~ required ~~for~~ for the loading or unloading points etc., the Director

G. R. S. App. F. G. 3

GENERAL AND REVENUE SECRETARIAT.

J (Continuation file)

(Continuation sheet draft form.)

the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported

(a) that Savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,18,750/- ; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-

He also forwarded a statement showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m. or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as-per-details in the margin.*

1. Shortages	Rs. 2,40,000/-	
2. Cost of establishment	" 28,000/- p.m.	
	Rs. 2,68,000/-	
3. Less savings in handling charges.	Rs. 1,18,750/-	
Extra expenditure.	Rs. 1,49,250/-	

(K) Marg. - IM

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishmen proposed by the Director were not clear, the file was forwarded to the D.C.S. un-officially on 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon pertain to them, and that it is for this reason that the proposals for the revision of the agreement have been made as a measure of equity and

Para 3 of note

WD 0565—GPB—22,500—8-11-38

equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at the owners' risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts/in anticipation of sanction:-

Mysore Dist.	2 Special Sheristadars and 4 peons.
Hassan "	1 Special Sheristadar "
Tanjya "	2 Spl. Revenue Inspectors "

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	Mysore District	4 Measurers	15	-	12	108/-
2.	Mandya District	5 Spl.Revenue Inspectors	50	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	50	10	15	150/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300/-
	do.	8 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	50	10	15	150/-
		4 Measurers.	15	-	12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

10

O/C

KRG.9.
30.9.47.

Council File No. 425
FOR DISPOSAL BY CIRCULATION.
Min for Edn
+P. H.

9/10

10/10/47

L (linked file).

OFFICE OF THE [illegible]
FOR EDUCATION & P. H.
Date.
No. 26

7

CIRCULATION NOTE.

The question of revision of the Rice Millowners' Agreement and allied matters have been under the considerati of the Food Department for somstime pas In his letter No.B2-C.2161-45, dated, 29-1-1947, the Director of Food Supplie reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regar ing the responsibility for losses during railway transit. This aspect o the question was further considered at the meeting of the Deputy Commissioner held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable

"Some extra staff may be kept b Government at the despatching end so a to test-check the contents of loaded wagons. The responsibility for loadin the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is

p.t.o.

is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handl/

handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,1°,750/-; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-

He also forwarded a statement**showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m., or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as per details in the margin*.

1. Shortages	Rs.2,40,000/-
2. Cost of Establishment.	Rs. 28,000/-p.a.
	Rs.2,68,000/-
3. Less savings in handling charges"	1,18,750/-
Extra expenditure.	Rs.1,49,250/-

** Flag 'A'.

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on - 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for

for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at the "owner's risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for

for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Mysore Dist.		2 Special Sheristedars & 4 Peons.
Hassan	"	1 Special Sheristedar & 2 peons.
Mandya	"	2 Spl. Revenue Inspectors and 2 Peons.

7. In the circumstances, the Director of Food Supplies has solicited sanction for the following modified proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 6 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing Rs.2°,000/- per annum as detailed in the statement * ~~furnished by the Director of Food Supplies.~~ annexed

The Director has added that it will not be necessary to continue the entire staff during the offseason from September to January, when the work will not be heavy and only the barest minimum will be continued.

9. The Financial Secretary has agreed to the modified proposals of the Director of Food Supplies with which the Minister for Law and the Dewan have concurred. The question has been ordered to be disposed of by circulation.

KRG.°.
4.10.47.

4/x

6/10

Council File No. 425
FOR DISPOSAL BY CIRCULATION.
Min for Law

9/10

Seen.

11/10/47.

(linked file).

CIRCULATION NOTE.

The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past. In his letter No.B2-C.2161-45, dated, 29-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable:-

"Some extra staff may be kept by Government at the despatching end so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is

p.t.o.

is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling

handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,18,750/-; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-.

He also forwarded a statement** showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m., or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as per details in the margin*.

** Flag 'H'.

*

1. Shortages	Rs.2,40,000/-
2. Cost of Establishment.	Rs. 28,000/-p.a.
	Rs.2,68,000/-
3. Less savings in handling charges"	1,18,750/-
Extra expenditure.	Rs.1,49,250/-

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on - 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for

for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at the "owner's risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for

17

for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Mysore Dist.	2 Special Sheristedars & 4 Peons.
Hassan "	1 Special Sheristedar & 2 peons.
Mandya "	2 Spl. Revenue Inspectors and 2 Peons.

7. In the circumstances, the Director of Food Supplies has solicited sanction for the following modified proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 5 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing Rs.28,000/- per annum as detailed in the statement* ~~furnished by the Director of Food Supplies.~~ annexed

8. The Director has added that it will not be necessary to continue the entire staff during the offseason from September to January, when the work will not be heavy and only the barest minimum will be continued.

9. The Financial Secretary has agreed to the modified proposals of the Director of Food Supplies with which the Minister for Law and the Dewan have concurred. The question has been ordered to be disposed of by circulation.

KRJ.C.
4.10.47.

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	~~Mysore District~~	4 Measurers	15	-	12	108/-
2.	Mandya District	5 Spl.Revenue Inspectors	50	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	50	10	15	150/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300/-
	do.	8 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	80	10	15	150/-
		4 Measurers.	15	-	12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

KRO.9.
30.9.47.

6/10

Council File No. 425
FOR DISPOSAL BY CIRCULATION.
Min for Agri
H.P.W.

9/10

15/10/47

(~~Marked file~~).

OFFICE OF THE MINISTER
FOR AGRICULTURE AND
PUBLIC WORKS
1 A [illegible] 1947
No 293

19

CIRCULATION NOTE.

The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past In his letter No.B2-C.2161-46, dated, 29-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable:-

"Some extra staff may be kept by Government at the despatching end so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is

p.t.o.

is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling

handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,1°,750/-; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-.

He also forwarded a statement** showing the staff required for supervising the loading of rice at the several railheads which costs Rs.3,324/- p.m., or Rs.2°,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as per details in the margin*.

** Flag 'F'.

1. Shortages	Rs.2,4°,000/-
2. Cost of Establishment.	Rs. 2°,000/-p.a.
	Rs.2,6°,000/-
3. Less savings in handling charges"	1,1°,750/-
Extra expenditure.	Rs.1,49,250/-

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on - 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for

22

for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at ~~[illegible]~~ the "owner's risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for

for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Mysore Dist., 2 Special Sheristedars & 4 Peons.

Hassan " 1 Special Sheristedar & 2 peons.

Mandya " 2 Spl. Revenue Inspectors and 2 Peons.

7. In the circumstances, the Director of Food Supplies has solicited sanction for the following modified proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 5 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing Rs.2?,000/- per annum as detailed in the statement ~~furnished by the Director of Food Supplies.~~ annexed

8. The Director has added that it will not be necessary to continue the entire staff during the offseason from September to January, when the work will not be heavy and only the barest minimum will be continued.

9. The Financial Secretary has agreed to the modified proposals of the Director of Food Supplies with which the Minister for Law and the Dewan have concurred. The question has been ordered to be disposed of by circulation.

KRG.*.
4.10.47.

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	Mysore District	4 Measurers	15	-	12	108/-
2.	Mandya District	5 Spl.Revenue Inspectors	60	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	60	10	15	160/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	60	10	15	300/-
	do.	8 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	60	10	15	150/-
		4 Measurers.	15	-	12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

KRG.9.
30.9.47.

6/10

Council File No. 4.25
FOR DISPOSAL BY CIRCULATION.
Min for Home)

Tel. 242
10/p

(linked file).

25

CIRCULATION NOTE.

The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past. In his letter No.32-C.2161-46, dated, 20-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable:-

"Some extra staff may be kept by Government at the despatching end so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is

p.t.o.

is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling

27

handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one anna per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,18,750/-; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-.

He also forwarded a statement** showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m., or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,250/-, as per details in the margin*.

** Flag 'I'.

1. Shortages	Rs.2,40,000/-
2. Cost of Establishment.	Rs. 28,000/-p.a.
	Rs.2,68,000/-
3. Less savings in handling charges"	1,18,750/-
Extra expenditure.	Rs.1,49,250/-

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for

for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

5. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at the "owner's risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Chimoga District and that for this reason the work had to be carried through without any agreement for

for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Mysore Dist.	2	Special Sheristedars & 4 Peons.
Hassan "	1	Special Sheristedar & 2 peons.
Mandya "	2	Spl. Revenue Inspectors and 2 Peons.

7. In the circumstances, the Director of Food Supplies has solicited sanction for the following modified proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 3 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing Rs.28,000/- per annum as detailed in the statement ~~furnished by the Director of Food Supplies.~~ attached

8. The Director has added that it will not be necessary to continue the entire staff during the offseason from September to January, when the work will not be heavy and only the barest minimum will be continued.

9. The Financial Secretary has agreed to the modified proposals of the Director of Food Supplies with which the Minister for Law and the Dewan have concurred. The question has been ordered to be disposed of by circulation.

KRG.C.
4.10.47.

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	Mysore District	4 Measurers	15	-	12	108/-
2.	Mandya District	6 Spl.Revenue Inspectors	50	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	50	10	15	150/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300/-
	do.	6 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	50	10	15	150/-
		4 Measurers.	15	-	12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

KR3.9.
30.9.47.

Council File No. 425
FOR DISPOSAL BY CIRCULATION.
Min for Rev & Comms
9/10

L (linked file).

OFFICE OF THE MINISTER FOR REVENUE
No. 3885
Date 10.10.47

Remarks-

31

CIRCULATION NOTE.

The question of revision of the Rice Millowners' Agreement and allied matters have been under the consideration of the Food Department for sometime past. In his letter No.R2-C.2161-46, dated, 20-1-1947, the Director of Food Supplies reported that he had discussed this subject with the Rice Millowners and the Deputy Commissioners of Districts at several meetings and that many of the representations made by the Mysore State Rice Millowners' Association in October, 1946, had since been dealt with in a satisfactory manner with the exception of one important point regarding the responsibility for losses during railway transit. This aspect of the question was further considered at the meeting of the Deputy Commissioners held on 7-1-1947 when they unanimously agreed that the following arrangement for the current year was most suitable:-

"Some extra staff may be kept by Government at the despatching end so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is

p.t.o.

is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be relieved of serious responsibility involved on account of losses during transit and also of the fact that the enhanced handling charges are paid to the millowner, whether the rice is delivered in the district itself or at the consuming end, it stands to reason that the handling charges should be reduced to some extent. It would be equitable to reduce the handling charges from 6 annas to 5 annas, the additional one anna in excess of 4 annas being intended to reimburse the millowner for all the work done up to the loading of the wagon."

2. The matter was again discussed by the Director with the Rice Millowners at Shimoga on 23-1-1947, and the above terms were accepted by them. As the harvesting season had already fairly advanced and the execution of the agreement was overdue, the Director solicited approval of Government for amending the Rice Millowners' Agreement so as to include the above provision.

3. As there was no information regarding loss in transit, savings to Government on account of reduction of handling

handling charges, the appointment of supervisory staff and equipment required for the loading and unloading points etc., the Director was asked to furnish the necessary particulars. In his letter dated 2/3-4-1947, the Director reported:

(a) that savings under handling charges at one annn per palla on an average of 19 lakhs of pallas of paddy would be Rs.1,1[illegible],760/-; and

(b) that the extra cost to Government on account of shortages in railway transit at an average rate of 1.2 per cent would be Rs.2,40,000/-.

He also forwarded a statement** showing the staff required for supervising the loading of rice at the several railheads which costs Rs.2,324/- p.m., or Rs.28,000/- annually. The extra expenditure to be incurred on this account, as worked out by him, will be Rs.1,49,260/-, as per details in the margin*.

1. Shortages	Rs.2,40,000/-
2. Cost of Establishment.	Rs. 28,000/-p.m.
	Rs.2,68,000/-
3. Less savings in handling charges	1,1[illegible],760/-
Extra expenditure.	Rs.1,49,250/-

** Flag 'B'.

4. As the responsibility of the Railway Department for loss in transit and the need for the entire establishment proposed, were not clear, the file was forwarded to the Director of Food Supplies un-officially on - 13-6-1947. The Director has now reported that it is a fact that the millowners are anxious to divest themselves of the responsibility for losses in transit as this does not legitimately devolve upon them, and that it is for

for this reason that the proposals for the revision of the agreement have been made as a measure of equity and justice and not because of any financial benefit to Government. He also stated that the staff proposed for each district is the barest minimum necessary, with reference to local conditions and that this staff is intended not to prevent losses in transit but to ensure the correctness of despatches at the despatching end. The loss in transit has to be borne by the Railways or the Government, as there is no equity in asking the rice millowners to bear it.

6. As regards the responsibility of the Railways for the loss in transit, the Director stated that the Railways cannot be held responsible for any loss in transit if the consignment is booked at ~~xxxxxxxxxxxx~~ the "owner's risk" but if the consignment is booked at "Railway risk" loss in transit has generally to be made good by the Railways.

6. The Director further stated that as the revised agreement had not been approved by Government the Rice Millowners have refused to execute the agreement in the old form, particularly in the Shimoga District and that for this reason the work had to be carried through without any agreement for

for nearly nine months. The following special staff has also been entertained by the Deputy Commissioners of Districts in the interests of emergent work, in anticipation of sanction:-

Mysore Dist.		2 Special Sheristedars & 4 Peons.
Hassan	"	1 Special Sheristedar & 2 peons.
Mandya	"	2 Spl. Revenue Inspectors and 8 Peons.

7. In the circumstances, the Director of Food Supplies has solicited sanction for the following modified proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 5 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing Rs.2~~0~~,000/- per annum as detailed in the statement * ~~furnished by the Director of Food Supplies.~~ attached

8. The Director has added that it will not be necessary to continue the entire staff during the offseason from September to January, when the work will not be heavy and only the barest minimum will be continued.

9. The Financial Secretary has agreed to the modified proposals of the Director of Food Supplies with which the Minister for Law and the Dewan have concurred. The question has been ordered to be disposed of by circulation.

KRG.
4.10.47.

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	Mysore District	4 Measurers	15	-	12	108/-
2.	Mandya District	5 Spl.Revenue Inspectors	50	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	50	10	15	150/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300/-
	do.	6 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	50	10	15	150/-
		4 Measurers.	15	-	12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

KRO.9.
30.9.47.

G. R. S. App. F VI—G 2]

SUBJECT .....

.....

.....

14 2 9/1/48

Diary No. of letter replied to .....

Section

File No. A 262-46

Serial No. 2

General and Revenue Secretariat

( )

the *194*

Proceedings of the Government of His Highness the Maharaja of Mysore.

Date of issue 8th January 1948

Issued on 12.1.48

Signed by ** Para 49 of notes in the file.*

Mr. J.N. Rao

Read—

Correspondence ending with un-official note No.B2-C.2161-45-46, dated, 3-9-1947*, from the Director of Food Supplies stating that the question of revision of the Rice Millowners' Agreement and allied matters were considered at the meeting of the Deputy ~~Deputy~~ Commissioners held on 7-1-1947, when they unanimously agreed that the *** arrangement noted in the margin was most suitable, that the Rice Millowners' Agreement has to be amended so as to include the above provision which was accepted by the millowners on 23-1-1947, that there is need for the appointment of certain supervisory staff for each District to ensure the correctness of despatches at the despatching end, that the loss in transit has to be borne by the Railways or the Government as the case may be, as there is no equity in asking the Rice Millowners to bear it and requesting sanction for the following proposals:-

(1) Revision of the rice millowners' agreement making a change therein by reducing the handling charges paid to millowners from 6 annas to 5 annas per palla;

(2) Entrusting the work of loading and unloading of rice at the despatch and destination railheads to the official staff, divesting the rice millowners of this responsibility which is theirs under the present agreement; and

(3) Sanction to the extra executive staff costing Rs.28,000/- per annum as detailed in the statement attached.

May this be—

(i) printed?

(ii) treated as a standing order?

(iii) published in the Gazette, English Part?

(iv) translated?

(v) placed at the disposal of the press?

(vi) published in the Gazette, Kannada Part?

Order thereon—No.

***"Some extra staff may be kept by Government at the despatching end so as to test-check the contents of loaded wagons. The responsibility for loading the wagons will continue to be that of the millowners. The checking officer will, however, countersign the railway receipt in token of the approximate accuracy of the quantity despatched. The bagging would have to be done in a safe manner. After a loaded wagon is sealed and despatched, the millowner will not be held responsible for any losses in transit which will have to be borne by the Government or the railways, as the case may be. In view of the fact that the millowner will be

p.t.o.

ORDER NO. SD. 4886-99/ A262-46-2

DATED, BANGALORE, the 8th JAN. 194[illegible].

In the circumstances explained by the Director of Food Supplies, Government are pleased to sanction the appointment of the supervisory staff at the several railheads costing Rs.2,324/- p.m. as per details in the appended statement, with the direction that only the barest minimum staff may be continued.

2. The action taken by the Deputy Commissioners of Mysore, Hassan and Mandya Districts in entertaining the following special staff in anticipation of sanction, is also approved with effect from the date of appointment of the said staff:-

Mysore Dist.	2 Special Sheristedars and 4 Peons	Rs. 70
Hassan "	1 Special Sheristedar and 2 Peons	
Mandya "	2 Special Rev. Inspectors and 2 Peons	

3. As regards the revision of the Rice Millowners' Agreement proposed by the Director, orders will be issued separately.

Secretary to Government,
Food Department.

The Director of Food Supplies in Mysore.
" Deputy Commissioners of Districts.
" General Manager, Mysore State Ry.
" Comptroller through F.D.
Copy to: the Auditor & Accts.Officer, Food Supplies.
" Railway Secty.

List of Enclosures

Copied by

Examined by

VRG.
6.1.194[illegible].

Statement showing the staff required for supervising the loading of rice at railheads and the total cost of establishment.

Sl. No.	Name of District.	Staff required.	Rate of pay & allowances. Pay	C.A.	D.A.	Total amount p.m. Rs.
1.	Mysore District.	2 Sheristedars	80	20	15	230/-
	Mysore District	4 Measurers	15	-	12	108/-
2.	Mandya District	5 Spl.Revenue Inspectors	50	10	15	375/-
	do.	10 Measurers	15	-	12	270/-
3.	Hassan District.	1 Special Sheristedar	80	20	15	115/-
	do.	2 Special Revenue Inspectors.	50	10	15	150/-
	do.	6 Measurers	15	-	12	162/-
4.	Shimoga Dist.	1 Asst. Rationing Officer (Transport Officer).	100	20	20	140/-
	do.	4 Special Revenue Inspectors at 4 Railheads.	50	10	15	300/-
	do.	9 Measurers	15	-	12	216/-
5.	Kadur District.	2 Special Revenue Inspectors at 2 Railheads. (N.R.Pura & Tarikere)	50	10	15	150/-
		4 Measurers.	15		12	108/-
						2,324/- p.m. or 27,888/- or 28,000/- per annum.

KRG.9.
30.9.47.